

# Calendar No. 898

68TH CONGRESS }  
2d Session }

SENATE

{ REPORT  
No. 832

## BRIDGE ACROSS THE MISSISSIPPI RIVER

JANUARY 2, 1925.—Ordered to be printed

Mr. LADD, from the Committee on Commerce, submitted the following

### REPORT

[To accompany S. 3649]

The Committee on Commerce, to whom was referred the bill (S. 3649) to extend the time of the Chicago, Milwaukee & St. Paul Railroad for construction of bridge across the Mississippi River, have considered the same and report thereon with amendments, and as so amended, recommend that the bill do pass.

The bill thus amended has the approval of the Departments of War and Agriculture, as will appear by the annexed; the amendments referred to therein having been incorporated in the bill as reported.

In line 3, after the word "the" change the word "time" to "times," and in the same line, after the word "for," insert "commencing and".

In line 6, after the figures "1924" strike out the word "is" and insert "are".

In line 7, after the word "extended" strike out the words "for two years from" and insert "one year and three years, respectively, from".

In the same line, after the word "February" strike out the figures "18" and insert "16".

Amend the title to read as follows:

To extend the time of the Chicago, Milwaukee & St. Paul Railroad for construction of bridge across the Mississippi River.

[Second indorsement]

WAR DEPARTMENT, December 19, 1924.

Respectfully returned to the chairman Committee on Commerce, United States Senate.

The accompanying bill, S. 3649, Sixty-eighth Congress, second session, proposes to extend the time of the Chicago, Milwaukee & St. Paul Railroad for completion of bridge across the Mississippi River two years from February 16, 1925. The time for completing the construction of the bridge authorized by the act of Congress approved February 16, 1924, will not expire until February 16, 1927. The bill as drawn would, therefore, grant no extension of time. It

is understood that an extension of time for both commencing and completing construction is desired. The bill has been amended accordingly, so as to extend the time for commencing construction to February 16, 1926, and the time for completing construction to February 16, 1928.

As thus amended I know of no objection to its favorable consideration.

JOHN W. WEEKS,  
*Secretary of War.*

DEPARTMENT OF AGRICULTURE,  
*Washington, December 20, 1924.*

Hon. WESLEY L. JONES,  
*Chairman Committee on Commerce, United States Senate.*

DEAR SENATOR JONES: Receipt is acknowledged of your letter of December 13, transmitting a copy of the bill S. 3649 with the request that the committee be furnished with such suggestions touching the merits of the bill and the propriety of its passage as the department might deem appropriate.

This bill would authorize an extension of time for a period of two years from February 16, 1925, for the completion of the bridge across the Mississippi River between the cities of St. Paul and Minneapolis, the construction of which was authorized by section 1 of the act approved February 16, 1924. The act of February 16, 1924, referred to, would appear to be chapter 35 of the statutes passed at the first session of the Sixty-eighth Congress which granted to the Chicago, Milwaukee & St. Paul Railway Co., its successors and assigns, the right to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River so as to connect the railroad of that company in the city of St. Paul with the railroad of said company near the southern limits of the city of Minneapolis. This proposed legislation, of course, relates to a railway bridge and there is no reason, from the standpoint of this department, why favorable action should not be taken thereon. However, our law officers point out that section 6 of the general bridge law of March 23, 1906, would allow the railway company the same length of time for completing the construction of the bridge as will be granted under the bill, that is, three years from February 16, 1924, the date on which the act authorizing its construction was approved.

Sincerely yours,

HOWARD M. GORE, *Secretary.*